Fisheries and Oceans Canada | Pêches et Océans Canada

Marine Outlook

Highlights of the Marine Industry

MAY 2007

ISSUE 18

TABLE OF CONTENTS

Ports 1
Seaway 6
Maritime safety 6
Maritime transport in Quebec 6
Environment 7
Commodities 7
Ferries 8
International Cruises 9
Pleasure Boating 10
Comments 10

PORTS

Montreal

Slight Increase in Handled Tonnage

The Port of Montreal handled a total of 5.5 Mt in the first quarter of 2007, about 3.8% more than in the first quarter of 2006. More specifically, dry bulk cargo rose 3.6%, while liquid cargo rose 8.7%. Moreover, containerized cargo rose 3.3%. Only non-containerized cargo dropped, falling 38.4%. According to the port authorities, this is due to a decrease in metal products passing through the port. However, this type of cargo only makes up 2% of all tonnage handled at the Port of Montreal. Furthermore, the port welcomed 314 ships from January to March 2007, 28 more than during the first quarter of 2006. [1]

[1] Montreal port authority

Radiation Detection Equipment to be Installed at the Port of Montreal

On May 14, 2007, it was announced that the Port of Montreal will be equipped with radiation detection equipment. A total of eight detection portals, each worth $200,000, will be installed. The 650 000 containers that enter the Port of Montreal each year will now have to pass through one of these portals.

This technology detects and identifies natural and artificial sources of radiation in order to prevent potentially dangerous substances from entering the country. [2]

Québec City

Increase in Handled Tonnage

As of March 31, 2007, the Port of Québec City had handled a total of 4.7 Mt, 3.7% more than during the same period last year. The tonnage of dry bulk and general cargo rose 10% while liquid cargo rose 2%. The port welcomed 194 ships during the first quarter of 2007, 10 more than in 2006. [3]

Opening of the Cruise Season

The cruise season opened on May 17 with the arrival of Maasdam from the Holland American cruise line. The Port of Québec City will welcome nearly 70 000 cruise passengers this year, about the same number as last year. A total of 19 liners from 16 different cruise lines

[2] Touzin, Caroline. « *Menace potentielle » dans les ports : 8 millions pour détecter du matériel radioactifs dangereux* », La Presse, May 8, 2007.

[3] Québec City port authority

are expected to dock at the port by the end of October. Two ships, the Norwegian Dawn and Grand Princess (with the capacity to carry over 3 000 passengers) will be making their first trip to Québec City.[4]

Sept-Îles

Drop in Handled Tonnage

The Port of Sept-Îles handled a total of 3.1 Mt during the first three months of the year, 9% less than during the same period last year. A total of 75 ships passed through the port during the first quarter of 2007, 15 less than during the same period in 2006. The main cargo handled by the port during this period was iron ore (82%), followed by alumina (9%) and aluminum (4%).[5]

On April 26 in Sept-Îles, the employees of OIC, a large Canadian iron pellet manufacturer, accepted the latest offers made by their employer, ending the March 19 walkout.

Agreements were also reached with IOC employees in Labrador, who returned to work after a seven week strike.[6]

Sorel

Drop in Handled Tonnage

As of March 31, 2007 the Port of Sorel-Tracy had handled a total of 507 000 t, 14% less than on the same date last year. The drop in tonnage of metal ingots, coal and grain are responsible, despite a significant increase in the tonnage of ore (titanium, calcium). A total of 28 ships passed through the port during the first three months of the year, eight less than during the same period last year.[7]

[4] Pelchat, Pierre, « *La saison est lancée* », Le Soleil, May 18, 2007

[5] Sept-Îles port authority.

[6] « *Les travailleurs de la minière IOC à Sept-Îles mettent fin à leur débrayage* », Les Affaires, April 26, 2007.

[7] "Detailed Report on Tonnage Handled at Harbours and Ports in Quebec" Transport Canada, 2006 and 2007.

Baie-Comeau

Fall in Handled Tonnage

of Baie-

By the end of March 2007, the Port 0 t, 24% Comeau had handled about 436 50A drop in less than on the same date in 2006. ents is in soy and ore (titanium, calcium) shipm handled large part responsible for this fall in 30 ships tonnage. As for maritime traffic, 3 the first docked at the port, four less than durin quarter of 2006.[8]

added to

An extra 152 827 t of cargo must be e Port of this tonnage, which passed through th aboard Baie-Comeau (and the Port of Matane the first the *Georges-Alexandre-Lebel* during esents a three months of the year. This repr eriod last 30% drop compared to the same p end trips year. The train ferry made 91 rou ess than between January and March 2007, 40 l on the same date last year.[9]

Port-Alfred

Very Slight Increase in Handled Tonn age

andled a

The Port of Port-Alfred in La Baie had hi % more total of 937.0 Kt by March 31, 2007, he cargo than during the first quarter of 2006. Th Alcan's handled at the port, mainly used for bauxite, activities, are divided as follows: 68% ther. 18% alumina, 5% green coke and 9% ot

the port

A total of 28 ships passed through e same between January and March 2007, th number as last year.[10]

[8] Ibid eversier-rail

[9] « *Rapports des tonnages manutentionnés sur le tra* 2006 and *Georges-Alexandre-Lebel* », SOPOR et COGEMA, 2007.

[10] Port-Alfred port authority

Havre-Saint-Pierre

Interruption in Nordik Express Cargo Handling

Major rebuilding work on the Havre-Saint-Pierre wharf, begun in February, has prevented the Nordik Express from supplying goods. The passenger and vehicle transportation service has not been affected, however. Relais Nordik, the company that operates the Nordik Express, along with the Havre-Saint-Pierre wharf corporation, is studying different ways to resolve the situation.

The Nordik Express is a Rimouski-based ferry that supplies various goods to small municipalities on the Mid and Lower North Shore, all while carrying passengers and vehicles.[11]

Trois-Rivières

Drop in Handled Tonnage

As of March 31, 2007, the Port of Trois-Rivières had handled a total of 440 000 tons since the beginning of the year, a 6% drop compared to the same period last year.[12]

While the port enjoyed its best performance in 20 years in 2006, the port authority expects to navigate in less favourable waters this year.

"It will be more difficult in 2007. A certain hesitation is felt in the market and the economy seems to be experiencing a slowdown," said the chairman of the board, Pierre Ducharme. Mr. Ducharme was recently elected to serve another two years.[13]

[11] *« Situation exceptionnelle à Havre-Saint-Pierre »*, Radio-Canada Web site, March 28, 2007.
[12] Trois-Rivières port authority.
[13] Rochette, Marc, *« Une année 2006 difficile à répéter ; Le trafic de marchandises a pourtant atteint un niveau record en 20 ans au port de Trois-Rivières »*, Le Nouvelliste, May 2, 2007.

Bécancour

Drop in Handled Tonnage

From January 1 to March 31, 2007, the Port of Bécancour handled 351 523 t, 19% less than during the same period in 2006. This is due to a drop in importations of magnesite tied to a drop in activities at the Norsk Hydro magnesium plant, which closed its doors on April 14.

The port welcomed a total of 28 ships, three less than during the first quarter of 2006.[14]

Port-Saguenay

Rise in Handled Tonnage

The Port of Port-Saguenay handled about 65 000 t during the first quarter of 2007, 8% more than during the first quarter of 2006. This increase is mainly attributable to a rise in aluminum shipments. The port welcomed seven ships, two less than on the same date last year.[15]

According to Pierre Paquin, the port director, the Grande Anse methane terminal project could mean the end of explosive transhipments at the port. The Port of Grande Anse currently receives the largest quantities of explosive material in North America. If methane carriers are set dock at the Quai de Grande Anse, the explosives will probably need to be shipped elsewhere.[16]

Matane

Drop in Handled Tonnage

By the end of March 2007, the Port of Matane had handled approximately 42 406 t, 17% less than on the same date in 2006. The unloading of petroleum products dropped by nearly half, from 17 300 t in 2006 to under 8 300 tons in 2007. As for traffic, the port welcomed seven

[14] Bécancour port authority.
[15] Port-Saguenay port authority.
[16] *« Les explosifs devront aller ailleurs »*, Radio-Canada Web site, February 12, 2007.

ships in the first three months of 2007, the same as last year.[17]

A total of 152 827 t of cargo must be added to this tonnage, which passed through the Port of Matane aboard the *Georges-Alexandre-Lebel* during the first three months of 2007 (see Port of Baie-Comeau, pg. 2).[18]

Rimouski

Increase in Handled Tonnage

The Port of Rimouski handled a total of 47 354 t in the first quarter of 2007, 1% more than during the same period in 2006. A total of nine ships passed through the port, the same as during the first quarter last year.[19]

In the beginning of April, the Nordik Express began its 20th navigation season on the Mid and Lower North Shore. The ship loads its supplies at the Port of Rimouski-East, on the south shore, and in Sept-Îles before making its 900 kilometre run along the coast to serve 6 000 inhabitants of the Lower North Shore and Anticosti Island.[20]

Gros-Cacouna

Fall in Handled Tonnage

By March 31, 2007, the Port of Gros-Cacouna had handled approximately 19 250 t, 17% less than during the same period last year. The port welcomed five ships during the first quarter of 2007 compared to four last year.[21]

The *Bureau d'audiences publiques sur l'environnement* has approved the construction of a methane terminal at Gros-Cacouna, but feels that the 233 km gas pipeline (between Gros-Cacouna and Lévis) that will link the terminal to the North American market must also undergo a conclusive environmental assessment before work is set to begin.[22]

---

[17] "Detailed Report on Tonnage Handled at Harbours and Ports in Quebec" Transport Canada, 2006 and 2007.
[18] « *Rapports des tonnages manutentionnés sur le traversier-rail Georges-Alexandre-Lebel* », SOPOR et COGEMA, 2006 and 2007.
[19] "Detailed Report on Tonnage Handled at Harbours and Ports in Quebec" Transport Canada, 2006 and 2007.
[20] Thériault, Carl, « *Le Nordik Express reprend la mer* », Le Soleil, April 4, 2007.
[21] "Detailed Report on Tonnage Handled at Harbours and Ports in Quebec" Transport Canada, 2006 and 2007.

[22] « *Rapport favorable du BAPE pour la construction d'un port méthanier à Gros-Cacouna* », Radio-Canada, December 12, 2006.

Gaspé

Fall in Handled Tonnage

The Port of Gaspé handled about 10 170 t in the first quarter of the year, plummeting 50% compared to the same period last year. This is due to the drop in gas shipments, falling from 10 200 t in 2006 to 5 650 t in 2007.[26]

Pointe-au-Pic

Jump in Handled Tonnage

The Port of Pointe-au-Pic handled a total of 28 450 t during the first three months of the year, a remarkable 155% more than during the same period in 2006. This Charlevoix port, located near La Malbaie, is used mainly to load newspaper.

Moreover, the number of ships the port welcomed in 2007 is the same as in 2005, six ships, compared to only two for the same period in 2006.[27]

REVIEW OF THE FIRST QUARTER OF 2007

Estimate and Comparison of the Tonnage Handled in Quebec's Leading Ports During the First Quarter of 2007 and 2006

List of Ports	2007 Jan.-Mar	2006 Jan.-Mar	Variation [23] 2007/2006
1. Montreal	5.5 Mt	5.3 Mt	+ 4%
2. Québec City	4.7 Mt	4.5 Mt	+ 4%
3. Sept-Îles	3.1 Mt	3.8 Mt	- 9%
4. Port-Cartier	N/A	N/A	---
5. Port-Alfred	937 Kt	928 Kt	+ 1%
6. Havre-Saint-Pierre	70 t	N	----
7. Sorel	507 Kt	587 Kt	- 14%
8. Baie-Comeau [24]	437 Kt	572 Kt	- 24%
9 Trois-Rivières	440 Kt	470 Kt	- 6%
10. Bécancour	352 Kt	435 Kt	- 19%
11. Port-Saguenay	65 Kt	60 Kt	+ 8%
12. Matane [25]	42 Kt	51 Kt	- 17%
13. Rimouski	47 Kt	47 Kt	+ 1%
14. Gros-Cacouna	19 Kt	23 Kt	- 17%
15. Gaspé	10 Kt	15 Kt	- 50%
16. Pointe-au-Pic	28 Kt	11 K	+ 155%
Total (excluding Port-Cartier and Havre-Saint-Pierre)	**16.3 Mt**	**16.8 Mt**	**- 3%**

Abbreviation: Mt : million(s) of tons ; kt : thousand(s) of tons.

Source: Port authorities and Transport Canada

Compilation: DRPE, Fisheries and Oceans Canada, Quebec Region

[23] Variations in tonnage are calculated from unrounded data concerning tonnage handled.
[24] This data does not include the tonnage passing through the ports of Baie-Comeau and Matane on the *Georges-Alexandre-Lebel* train ferry.
[25] Ibid.
[26] "Detailed Report on Tonnage Handled at Harbours and Ports in Quebec" Transport Canada, 2006 and 2007.
[27] Ibid.

SEAWAY

al Turns 75

The Welland Can.
Seaway officially opened on
The St. Lawrencewith the passing of the *CSL*
March 20, 2007 gh Lock 3 of the Welland
Tadoussac throug to establishing a new record
Canal. In additionening, this year marks the 75th
for the earliest opethe fourth Welland Canal,
anniversary of 52.
inaugurated in 193

built, the Welland Canal was
When it was first narvel. Today, the seaway,
an engineering re canal, is still on the leading
which includes thegy. The hands-free vessel
edge of technolon trial at Lock 8 of the Welland
mooring system oressel self-spotting system
Canada, the veto precisely position their
enabling crews k in the Montreal area and a
approach in a lockharting system that produces
sophisticated 3D c the bottom of the channel to
an exact model ofon and available draft are
optimize navigatiements being made.[28]
among the improve

MARITIME SAFETY

s to be Invested in Port and

Millions of Dollars
Ferry Security

elease of a senatorial report
Shortly after the rdian ports security, the
criticizing Canadvernment announced the
Conservative goon detection equipment worth
purchase of radiati "It's costly, but necessary,"
8 million dollars.[29] of Public Safety, Stockwell
said the Minister conference at the Port of
Day, at a press
Montreal.

ment is fully installed, the
When the equiprers that enter the Port of
650 000 containe

[28] "Welland Canal Opens Ushering in 75th Anniversary Season" Seaway System, March 20, 2007.
Great Lakes St. Lawrence
[29] « *Les ports pas plus sû rs que les aéroport* », Le Soleil, March 23, 2007

Montreal each year will pass through a detection portal.[30]

Moreover, the federal Transport Minister, Lawrence Canon, confirmed that a $1.1 million grant will be given to the *Société des traversiers du Québec* to review security measures on all of its ships.

According to the Minister, it is not frivolous to allocate funds to improve maritime safety in Québec City and on the St. Lawrence. "These measures are being taken to manage risk. We are acting in areas that are vulnerable to attack and are potentially attractive to terrorists," he explained during a press conference on the Lomer-Gouin ferry in Québec City.[31]

MARITIME TRANSPORT IN QUEBEC

New Advertising Campaign to Promote Maritime Transport in Quebec

Quebec's maritime transportation industry is launching an awareness-raising campaign to prepare the population for heightened activity on the St. Lawrence River. With a $3 million budget spread over three years, paid in equal parts by the maritime industry and Transport Québec, the *Société de développement économique du Saint-Laurent* (SODES) wants to underline this sector's contribution to the province's economic development.

Among the messages it will disseminate through different media, SODES will point out that cargo ships produce less greenhouse gas emissions than trains and trucks.[32]

[30] Touzin, Caroline, « *Menace potentielle » dans les ports : 8 millions pour détecter du matériel radioactifs dangereux* », La Presse, May 8, 2007.
[31] « 1 M$ pour la sécurité des traversiers », Le Journal de Montréal, May 11, 2007.
[32] PC, « *L'industrie maritime prépare la population à la croissance de son trafic*», Le Soleil, April 2, 2007.

ENVIRONMENT

Reduced Rates at the Port of Vancouver for Less Polluting Ships

Ships passing through the Port of Vancouver will enjoy a reduced rate if they are using cleaner fuel.

Several other Canadian ports are planning to do the same, said Gary LeRoux of the Association of Canadian Port Authorities.

Karen Wristen of the Society Promoting Environmental Conservation deemed this program progressive. However, she believes that cargo ships will not make a real effort unless they are forced to by the government.[33]

COMMODITIES

Iron Ore

Strong Worldwide Demand for Iron Ore

The worldwide demand for iron ore continues to remain very high, especially in China. Since the offer has not managed to rise at the same rate, prices rose dramatically in 2005 and 2006 and should hold in 2007.

In this context, Quebec mining companies would do well to operate at full capacity. Several projects abandoned since the 70s are being re-evaluated. The main site is in Lac Bloom, near Fermont, and is currently being studied by the Consolidated Thompson mining company. The mine could be in operation by 2008, adding seven million additional tons of ore to the 33 million currently extracted from the Fosse du Labrador.[34]

[33] « *Le port de Vancouver réduit ses droits pour les navires moins polluants* », La Presse, April 11, 2007
[34] "Economic Analysis and Forecasts", Export Development Canada, Spring 2007.

Wheat

Anticipated Drop in Canadian Wheat Production and Exportation

According to the most recent estimates made by Agriculture and Agri-Food Canada (AAFC) analysts, common wheat production should drop 15% since producers are opting increasingly to grow durum wheat, canola, oat and barley. At the same time, domestic (Canadian) consumption of common wheat should begin rising as the new ethanol plants commence production. These combined effects should lead to an 18% drop in exports over the next year.

Total grain and oilseed exports should drop 9% to 29.3 Mt, however, mainly due to an increase in production. Consequently, depending on the export markets for these other cereals, the commercial ports along the St. Lawrence could experience a smaller drop than anticipated for common wheat exports.[35]

Aluminum

Less Favourable Outlook for Aluminum

According to EDC's predictions, China will remain a net importer of aluminum in 2007, despite the fact that Chinese aluminum production has greatly increased over the last several years. China could in fact become a net exporter of aluminum in the coming years. Although still high in 2007, the price of aluminum dropped nearly 9% compared to 2006 and should continue to drop in 2008.[36]

Lumber and Newspaper

Expected Drop in Canadian Production

Two news items about the lumber market made headlines this year: the fact that the bubble that has hung over the American housing market for five years has burst and the settlement of the

[35] "Canada: Grains and Oilseeds Outlook", Agriculture and Agri-Food Canada, April 27, 2007.
[36] "Economic Analysis and Forecasts", Export Development Canada, Spring 2007.

lumber dispute between Canada and the United States.

Begun at the turn of the century, the boom of the American housing sector, the main lumber market, finally drew to an end. The number of houses built had reached a peak in 2005, due, among other things, to the lowest mortgage rates of a generation. Construction starts in the United States have dropped since early 2006 picking up speed from month to month. In January 2007, starts in the U.S. dropped another 14% in relation to December 2006. At 1 408 thousand units, the number of construction starts was at its lowest level since August 1997 and was 25% lower than the average for the five previous years.

In Canada, the housing market is also showing some signs of lagging and the number of construction starts dropped in 2006. Investments are expected to slow considerably in 2007.[37]

Consequently, the list of closures and compressions announced in the sawmill industry has lengthened considerably, more particularly toward the end of 2006. Canfor, Industries Perron, Domtar, Tembec, Abitibi-Consolidated, Krueger and Bowater have all announced interruptions in production due to these market conditions.

Drop in Newspaper Production

The future is hardly brighter for the newspaper sector. The drop in consumption of American daily newspapers, started in 2005, continued throughout 2006. This resulted in an 8.8% drop in Canadian newspaper exports in 2006, as compared to 2005. According to EDC, exports should continue to fall in 2007 and 2008 due to a drop in demand as well as increased competition from Chinese paper mills. After a 9.3% jump in 2006, newspaper prices should fall 6% in 2007 and another 9% in 2008.[38]

Hydrocarbons

Gros-Cacouna Methane Terminal: The Region Impatiently Waits for Construction to Begin

The MRC de Rivière-du-Loup's chamber of commerce is denouncing Quebec's inaction in the Gros-Cacouna methane terminal project. It reminds everyone that the leaders of the three parties represented at the national assembly support the project and urges the new minority government to quickly issue the decree authorizing the construction of the facilities.

According to Gaétan Ouellet, the organization's vice-president, delays by the government authorities risk increasing the cost of the work.

Moreover, the state of Massachusetts is getting ready to build two new methane ports for liquefied natural gas off Boston's shore while California has rejected a similar project off Malibu's shore for ecological reasons.

The twin terminals will be located about fifteen kilometres from the coast. Methane tankers will take turns transforming the liquefied natural gas so that it can be sent into the distribution network by undersea pipelines.

FERRIES

Nordik Express Back at Sea

On Monday, April 2, the Nordik Express resumed travelling to the Mid and Lower North Shore. The ship left the Port of Rimouski escorted by two ice breakers to clear a path in the St. Lawrence estuary and gulf.

During that same week, Coast Guard's Ice breakers *Des Groseilliers* and *Ann Harvey*

[37] Ibid.

[38] Ibid.

began their spring de-icing of the Lower North Shore ports: Harrington, Tête-à-la-Baleine, La Tabatière, Saint-Augustin and Blanc-Sablon.[39]

Damage to the Camille-Marcoux Ferry's Stabilization System

For the last several months, the Camille-Marcoux ferry, which makes the crossing between the North Shore and Matane, has been a true amusement ride with several passengers becoming ill when the ship rolls in stormy waters.

It was noted that the ship's stabilizers, which limit pitching and rolling in agitated waters, were damaged. They are unusable and cannot be repaired before the fall of 2007. First set for May, the repair work was finally delayed due to a labour dispute in the Verreault boatyard.

$1 Million Dollars for the Québec City River Station

The facilities used by the Québec-Lévis ferry, which carries about 1.5 million passengers each year, will be completely rebuilt by the end of October. The work will cost the *Société des traversiers du Québec* nearly one million dollars.[40]

Construction of a Marine Terminal on Île d'Orléans in 2008

The Île d'Orléans marine terminal is slowly taking shape. Remember that the project was born of a public safety need. In fact, after September 11, 2001, Transport Québec noted that the island is especially vulnerable because it can only be accessed from the tip.

This sparked the idea of building a wharf that can be used by the Québec-Lévis ferries in the event of an emergency. The initial project doubled in cost to reach $5 million after residents expressed their reluctance. The new facilities, to be built between mid-April and mid-October 2008, can be used for recreational /tourist purposes by serving other types of boats, like the Louis-Jolliet or cruise ships. The elected officials of Saint-Laurent, the municipality in which the terminal will be built, have decided to support the project.[41]

INTERNATIONAL CRUISES

Cruise Passengers Spend an Average $183 per Day

So revealed a survey carried out in 2006 by the *Association des croisières du St-Laurent*. A total of 1 860 tourists who visited Quebec's main destinations by ship were polled. The survey revealed that on average, cruise passengers spent $183 on each of their stopovers. This is slightly higher than what they spent in 2005, an average of $143. Over 100 000 cruise passengers visited at least one Quebec destination in 2006, with direct benefits estimated to be $22 million.

The study also shows that cruise passengers who stopped over in Quebec have taken these types of trips before. They had taken an average 8.9 cruises before visiting Quebec ports. Barely 8% were on their first cruise.[42]

400 000 Cruise Passengers to Visit Quebec by 2014

According to a recent study, the number of international cruise passengers should double worldwide by 2010 to reach 20.7 million. The *Association des croisières du Saint-Laurent* (ACSL) would like Quebec to take advantage of this boom. Quebec currently welcomes approximately 100 000 cruise passengers each year, less than 1% of the global market.

With help from the federal and provincial governments, the ACSL will spend $1.4 million on promotion and advertising over the next

---

[39] « *Le Nordik Express reprend la mer*», Le Soleil, April 4, 2007.
[40] Pelchat, Pierre, « *Travaux de 1 million $ à la gare fluviale* », Le Soleil, May 12, 2007.

[41] Moreault, Éric, « *Le « pont de l'Île » attendra. Priorité sera donnée à la construction du terminal maritime à Saint-Laurent en 2008* », Le Soleil, March 28, 2007.
[42] « *Un croisiériste dépense 183$ par jour* », Le Quotidien, May 3, 2007

three years. The campaign will mainly target the people in charge of cruise lines and travel agents, who, according to many, know little about what the St. Lawrence has to offer.

The goal is to quadruple the number of international cruise passengers to attain 400 000 visitors over the next seven years.[43]

Video to Promote Nine Stopovers in Quebec

The *Association des croisières sur le Saint-Laurent* is counting on the development of nine stopovers, Montreal, Québec City, Trois-Rivières, Saguenay, Baie-Comeau, Sept-Îles, Havre-Saint-Pierre, Gaspé/Percé/Chandler and the Magdalen Islands to promote cruises on the St. Lawrence. The organization has designed a promotional video featuring these nine destinations.

To stimulate tourists to choose stopovers more to the east of Québec City, the *Association*'s director, René Trépanier, wants to highlight the wild beauty of the landscapes that border the river by promoting sites like Parc Forillon, Île Bonaventure, Parc Boréal in Baie-Comeau or the park on Iles Mingan. The possibility of sighting marine mammals in the gulf and estuary are an additional attraction for cruise passengers.[44]

PLEASURE BOATING

A New President for the Canadian Coast Guard Auxiliary

The Canadian Coast Guard Auxiliary (CCGA) elected a new president in the Québec City, which covers the St. Lawrence River, including the North Shore. Ted Smith, a Baie-Comeau resident and well-known navigator, accepted the position during the annual general meeting.

The CCGA is a non-profit organization whose mission is to complete the Canadian Coast Guard's search and rescue network. The movement unites 665 volunteer pleasure boaters and professional fishers in Quebec who commit to remaining on alert in order to be first responders when a maritime accident occurs. Each year, these volunteers carry out a quarter of the search and rescue operations on the water.[45]

[43] « *Objectif : 400 000 croisiéristes d'ici 2014* », Le Soleil, May 13, 2007.
[44] « *Croisières sur le Saint-Laurent, Neuf escales prennent la vedette* », Radio-Canada Web site, May 3, 2007.

COMMENTS

If you have any comments, please address them to:

Ali Magassouba, Economist

Policy and Economics Branch

Fisheries and Oceans Canada, Quebec Region

Telephone: 418-648-5939

Fax: 418-649-8003

E-mail: magassoubaa@dfo-mpo.gc.ca

Marine Outlook is a quarterly reporting the highlights of marine transport activities in Quebec.

Produced by:

Policy and Economics Branch
Fisheries and Oceans
Quebec QC
G1K 7Y7

May 2007

[45] « *Nouveau président chez les auxiliaires de la Garde côtière*», Le Soleil, April 27, 2007.